

GRANTED MORE TIME

TARDY RAILWAYS NEEDN'T WORRY ABOUT SAFETY APPLIANCES.

E. A. Peck, General Superintendent of the St. L. & I. M., to be succeeded by W. W. Fagan.

The Interstate-commerce Commission yesterday granted an extension of time within which all railroads must equip their cars with secure grab irons and handholds in the ends or sides of cars from July 1 until Dec. 1 next. The time for compliance with the act requiring the use of grab irons and handholds on all cars has also been extended until Feb. 15, 1896. The decision of the commissioners holds that all interests concerned (the railroads and their employees) will be served by granting a reasonable extension, and cites the failure of many roads to make any preparations to furnish the equipment. The decision says: "Carriers who may have fitted all or a sufficient number of their cars with the appliances are, through the failure of other carriers to so equip cars, unable to comply with the requirements of the sections of the act relating to the movement of interstate commerce offered for transport carriage in cars of such other carriers except by refusing to receive and move interstate commerce in such cars, and therefore much confusion in railroad operation, and prejudice to commercial interests may ensue."

The failure of many companies to provide the appliances is attributed by the decision to diminished railroad earnings, caused by protracted depression of business since the act was approved and to the insolvent condition of various roads. Carriers generally throughout the country, the commission says, are now using considerable diligence in providing these appliances. The decision concludes that the exercise of too great haste in providing these grab irons or handholds may, through uncertainty of fastening, result in great danger to men employed in coupling and uncoupling cars, and that a greater degree of uniformity of appliances will be secured by proposed conference between committees of railroad officials. It is being conceded that substantial uniformity is essential to the greater safety of men required to couple and uncouple cars.

Discipline Without Suspension.

The Chicago & Northwestern and the Kansas City, Fort Scott & Memphis have adopted the plan introduced on Western roads by E. G. Darlington, superintendent of the Indianapolis division of the Pennsylvania lines. Seldom a day passes that Mr. Darlington does not receive letters of inquiry about the workings of the plan. Shortly after its adoption on the Indianapolis division of the Pennsylvania lines General Superintendent, Whiteley, of the Toledo & Ohio Central, put in practice this plan of disciplining without suspending an employee, and, speaking from his own experience, he says: "A year's trial has demonstrated its superiority, and we have arranged to continue it. All deviations from the rules or good practice are made the subject of a record bullet in the signature of the division superintendent. Such bulletins are consecutively numbered and posted on bulletin boards at division terminals and are allowed to remain there ten days, after which they are transferred to an adjoining file for reference. These bulletins state briefly and without identification of names the nature of the occurrence, how it happened, who was at fault, and how it might have been prevented, adding such recommendations as may be necessary to fully educate the men on the subject referred to. Each one which is bulletined is made matter of record, and is charged against the record of each man participating. A man is given a double space for his record and extra man's record is open for inspection at any time by the man himself, but not by others. When a man's record becomes voluminous he is referred to the office and given a chance to explain why such is the case. We make dispenses for an accumulation of bad records, but men are given credit for such commendable service as may be entered in their record. In cases of intemperance, habitual drinking on or off duty, unjustifiable conduct and other offenses, the men are given general notice of our book of rules to be punished with dismissal forthwith. We would not under any circumstances allow a man back to the old plan of suspension. I believe that the new plan strengthens the relations between the railway company and its employees. Mr. Darlington, of the Pennsylvania, suggests a credit and debit system reducing all acts, good or bad, to so many credits and debits. I consider this impracticable. We simply want the man's record, and by conscientiously weighing all entries decide his case."

Endeavors Need Not Hurry Home.

The lines of the Western Lines Passenger Association met at the office of Chairman Caldwell in Chicago, yesterday, to see what measures were necessary to prevent the demoralization that exists in the Eastern territory over the tickets to the Christian Endeavor convention at Boston. It was decided to adjourn until Wednesday, at which time all the lines will submit to the meeting a report of all tickets sold by them to the convention and how many of them are still outstanding. This will, the chairman thinks, give an accurate idea as to how much chance there is for the threatened demoralization to gain a foothold in the West. It is not generally thought that there will be much trouble among the Western roads on account of this business. The trunk lines have backed down from the stand they took in relation to the through tickets of the Western roads, which they declared they could not certify for the return trip. They have agreed to take such action as will please the Western roads in the matter. The whole trouble has arisen because of the neglect of the trunk lines to appoint a joint agent at Boston whose duty it should have been to look after just such matters as this. There will be one appointed this fall and the Western roads are not expecting any more trouble over the Knights Templars, which will be held in Boston this fall.

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